

AMENDED IN SENATE AUGUST 17, 2011

AMENDED IN SENATE JUNE 13, 2011

AMENDED IN ASSEMBLY APRIL 25, 2011

AMENDED IN ASSEMBLY APRIL 7, 2011

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 1097

Introduced by Assembly Member Skinner
(Coauthors: Assembly Members Dickinson and Wieckowski)

February 18, 2011

An act to add Section ~~13985~~ 13986 to the Government Code, relating to transit.

LEGISLATIVE COUNSEL'S DIGEST

AB 1097, as amended, Skinner. Transit projects: domestic content.

Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects.

This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) American manufacturing has been declining over the past
4 several years with jobs going overseas due to tax and other policies,
5 with predictable economic consequences. The federal “Buy
6 America” laws were passed as one means to address this concern.

7 (b) Public transit agencies in the state and nation continue to
8 provide critical transportation services to citizens, and remain
9 critical components for state and national goals to alleviate highway
10 gridlock, air pollution, and greenhouse gas emissions.

11 (c) Funding for public transit has continued to decline in difficult
12 economic times, and it remains difficult to keep public transit
13 systems in good repair, including maintaining and replacing rail
14 vehicles.

15 (d) Federal “Buy America” laws applicable to rolling stock,
16 including rail vehicles, require that the cost of components and
17 subcomponents produced in the United States total at least 60
18 percent of the cost of all components in the rolling stock, and that
19 final assembly of the rolling stock occur in the United States (49
20 U.S.C. Sec. 5323(j)(2)(C)).

21 (e) Federal “Buy America” regulations allow states to impose
22 contracting preference provisions based on more stringent domestic
23 content requirements than those set forth in the federal law, but
24 the Federal Transit Administration (FTA) will not participate in
25 the funding of state and local contracts with those preference
26 provisions if they are not explicitly set out under state law (49
27 C.F.R. 661.21). The State of California currently has no such
28 preference law.

29 (f) It is in the best-~~interests~~ *interest* of the State of California,
30 as well as the manufacturers across the nation, to authorize state
31 and local agencies to give preferences to bidders on rolling stock
32 contracts that provide domestic content above the minimum
33 requirements set forth in federal “Buy America” laws. Each state
34 and local agency should have the discretion to apply those
35 preferences.

36 SEC. 2. Section ~~13985~~ 13986 is added to the Government
37 Code, to read:

1 ~~13985.~~

2 13986. The Secretary of Business, Transportation and Housing
3 shall authorize a state or local agency receiving federal funds for
4 transit purposes to provide a bidding preference to a bidder if the
5 bidder exceeds Buy America requirements applicable to federally
6 funded transit projects.

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